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largely to the brief narrative of the day's travel and to more extended accounts of the historical significances of the many riparian towns and sites. The story is made intelligible and attractive by many drawings of specific points of interest along the way, and while many of them are of chapels, streets of doorways, delightful to the artist, there are many which give the Seine a setting and show the character of the country through which it flows. Best of all, the journey can be traced by a map of unusual merit (unusual for a book of travel) and the pleasure in reading the book comes in part from the enlightening influence of a carefully arranged and well executed map.

The book will be of great value to those who contemplate a journey along the Seine and will be an aid to anyone who wishes to know French history and France in detail.

ROBERT M. BROWN.

The Spell of Switzerland. By Nathan Haskell Dole. Illustrated from photographs and original paintings by Waldemar Ritter. x and 489 pp. Map, index. L. C. Page & Co., Boston, 1913. \$2.50. 8 x 6.

His charming style may perhaps enable Mr. Dole to extend the fascination that he felt amid the scenes and memories of Switzerland over the readers of his book. Yet the author was apparently more affected by the native geniuses of Switzerland like Rousseau and Calvin, whom the mountains inspired, and by visitors, like Coleridge and Shelley, who were roused to supreme effort by the spectacle, than by the thing itself. The story, written in easy, conversational style, chiefly centers around Lausanne and Lake Geneva. The region between Mont Blanc and the Matterhorn receives considerable attention and a brief visit to Zurich and Lucerne completes the itinerary. The pictures are numerous and of unusual merit.

ROBERT M. BROWN.

Athens and Its Monuments. By Charles Heald Weller. xxiv and 412 pp. Ills., index. The Macmillan Co., New York, 1913. \$4. 9 x 6.

To strike the pick and shovel through the waste of centuries and to reproduce Pausanias must be the end of any such work as this. The deeper the student plies his pick, the more of Pausanias he uncovers to our present knowledge, the better he accomplishes his task. The result is a Baedeker of distant ages. This work is all very new. Through all the centuries the Acropolis with its building complex has been well known, but below the hills the situation of Athens was wholly a matter of conjecture long after Rome had been mapped by generations of patient archaeologists. But in the late years, when Athens has been the capital of a Greece once more free, great attention has been paid to the study of its past, a theme particularly dear to the heart of its late king who fostered the national museum and was a stimulating patron of the schools of archaeology which have been established in the capital. One who was familiar with Athens only thirty years ago when its soil was scarcely touched below the hills will read with great surprise this handbook of the past in the present. The incomprehensible gaps in Pausanias, which it was then impossible to fill, have very largely been closed, the ancient city is made plain and now we know where and how the Attic citizens lived their daily life, which was by no means all a matter of temples standing on the heights. The value of this book, heightened by lavish illustration, will be as great in the library of the student as in the clear Athenian air.

WILLIAM CHURCHILL.

A History of Inland Transport and Communication in England.

By Edwin A. Pratt. xii and 532 pp. Index. E. P. Dutton & Co., New York, 1912. \$2. 7½ x 5½.

Nearly two hundred pages of this volume supply an exceedingly interesting introduction to transportation in the railroad era. The author begins with early British and Roman roads whose main purpose is shown to have been the carriage of metals to the coast for commerce with the continent. Following the Roman occupation was a period in which the church was the main influence in maintaining such roads as the people had. More than eleven centuries passed, from 411 A. D., the time of Roman withdrawal, to 1555, the date of the first general act for the repair of the roads.